

PLANNING & PROGRAMMING DIVISION
PLANNING RESEARCH SECTION
TRAFFIC ANALYSIS UNIT

TAU 3456

T.H. 8

S.P. 8213-04

Between Jct. T.H. 35 and a Point on
Existing T.H. 8, 0.48 Miles East of T.H. 61

Prepared: September, 1964

MINNESOTA HIGHWAY DEPARTMENT

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Office Memorandum

TO : T. S. Thompson

DATE: September 22, 1964

FROM : Johan Nygaard

SUBJECT: T.H. 8, S.P. 8213-04, Between Jct. T.H. 35 and a Point on Existing T.H. 8 Located 0.48 Miles East of T.H. 61.

This report is transmitted in response to your September 15, 1964 request for 1986 ADT, DHV, HCADT and VTD for the project location as shown on the map on page 2.

For each segment numbered on the map on page 3, the following data are tabulated on the form on page 4.

- Vehicle Type Distribution
- Total ADT
- Total Heavy Commercial ADT
- Total DHV
- Directional Distribution of DHV

Segment 11, which has the highest 1986 ADT has a 1963 ADT of 3,810 on the parallel section of T.H. 8.

The basic data, method and assumptions are presented on page 5.

This report was requested by F. L. Baker.

Johan Nygaard

Project Location
S.P. 8213-04



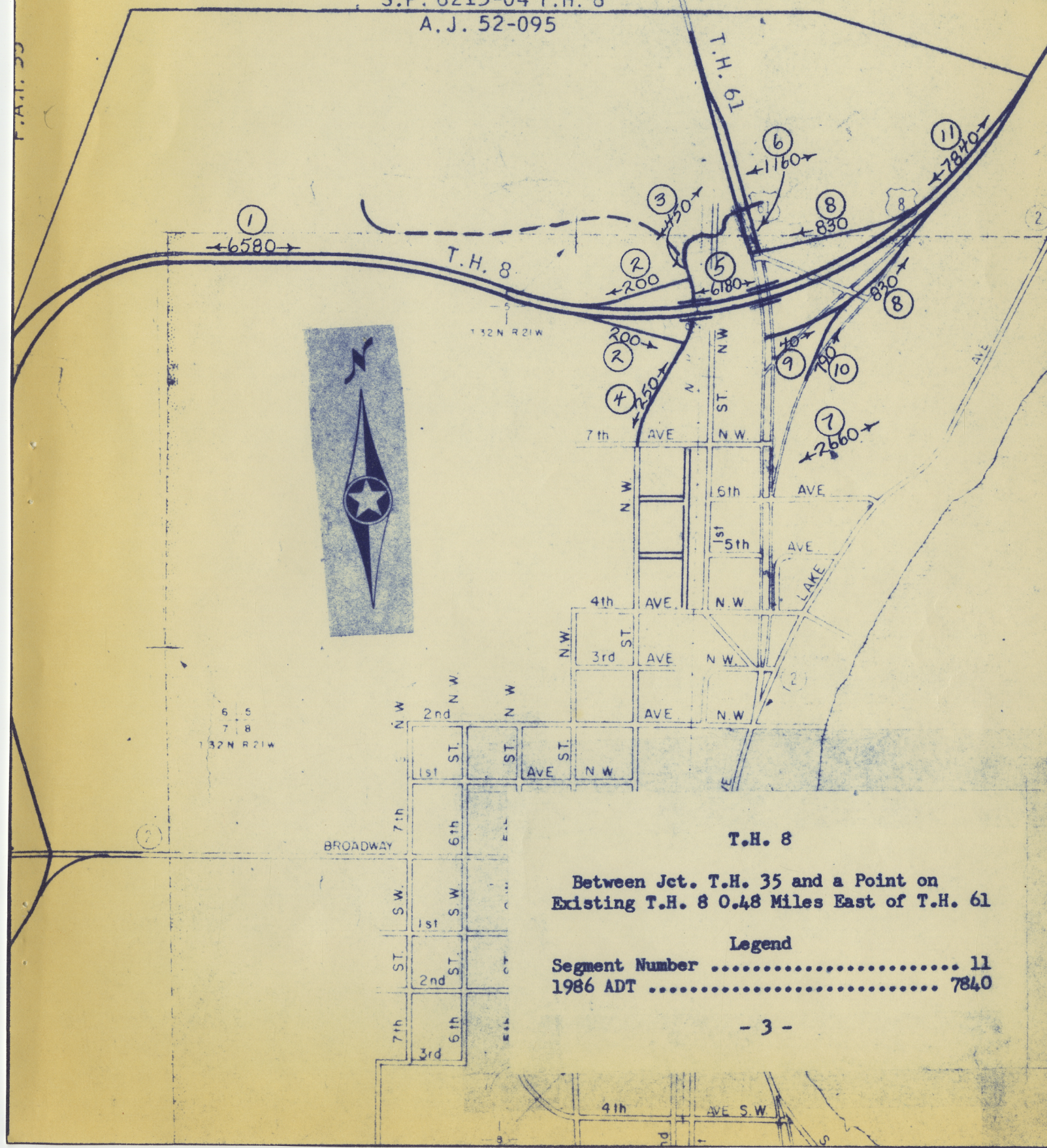
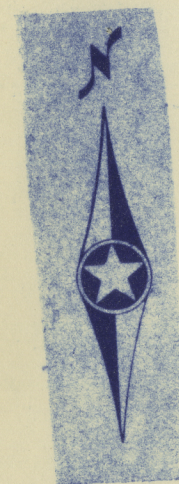
CHISAGO COUNTY

WASHINGTON COUNTY

S.P. 8213-04 T.H. 8

A.J. 52-095

P.A. 11.33



T.H. 8

Between Jct. T.H. 35 and a Point on
Existing T.H. 8 0.48 Miles East of T.H. 61

Legend

Segment Number 11
1986 ADT 7840

TRAFFIC ESTIMATE DATA

DESIGN YEAR 1986 PART 1 OF 1

FOR

T.H. 8 S.P. 8213-04 LENGTH 1.47 MILES
 COUNTY Washington LOCATION Between Jct. with T.H. 35 and
a Point on Existing T.H. 8 Located 0.48 Miles East of T.H. 61

BASED ON

1986 ADT FROM TRAFFIC ANALYSIS UNIT

SHOWING

TOTAL ADT ON SEGMENTS 1 THROUGH 11 AS
 DEFINED ON ATTACHED INDEX MAP

VEHICLE * TYPE	SEGMENT NUMBER										
	1	2	3	4	5	6	7	8	9	10	11
0	5810	174	398	218	5462	1000	2300	712	31	681	6886
1	214	13	30	16	188	^{7.6} 86	198	62	3	59	312
2	116	7	14	8	102	^{3.8} 44	100	32	2	30	166
3	34	0	0	0	34	^{0.3} 4	10	3	0	3	40
4	142	1	2	0	140	^{0.7} 8	16	6	1	5	152
5	236	2	2	2	232	^{0.7} 8	16	6	1	5	244
6	28	3	4	6	22	^{0.9} 10	20	9	2	7	40
TOTAL ADT	6580	200	450	250	6180	1160	2660	830	40	790	7840
TOTAL H. COMM. ADT	770	26	52	32	718	^{14.0} 160	360	118	9	109	954
TOTAL DHV	800	22	50	28	756	^{12.7} 140	320	100	5	95	956
DIRECTIONAL DISTRIBUTION	65/35	100/0	55/45	55/45	65/35	60/40	60/40	100/0	100/0	100/0	65/35

* VEHICLE TYPE CODE

0 = PASSENGER CARS AND 4 TIRE TRUCKS 4 = TRACTOR-TRUCK OR SEMI-TRAILER - 4 AXLES
 1 = SINGLE UNIT-2 AXLE-6 TIRE TRUCKS 5 = TRACTOR-TRUCK OR SEMI-TRAILER - 5 AXLES
 2 = SINGLE UNIT-3 AXLE TRUCKS 6 = BUSES AND TRUCKS WITH TRAILERS
 3 = TRACTOR-TRUCK OR SEMI-TRAILER- 3 AXLES

Basic Data, Method and Assumptions

The 1986 ADT on T.H. 8 east of T.H. 61 was obtained from least squares projections of the past 12 years ADT at that location. The volume turning into Forest Lake from the northeast was determined from a projection to 1986 of the origin-destination data recorded on T.H. 8 northeast of Forest Lake during the 1963 Twin City O-D Study. The 1986 ADT on T.H. 61 north of T.H. 8 is the normal growth excluding the diversions to T.H. 35. The 1986 ADT on the proposed half-diamond directly to the west of T.H. 61 was on counts recorded on local rural roads in Washington County in 1963.

The DHV on T.H. 8 was obtained by relating hourly counts recorded on T.H. 8 in 1962 to hourly counts recorded at the continuously operated traffic recorder on T.H. 61 north of Wyoming. The DHV on the approaches and the ramps of the two half diamonds are typical of DHV's on local rural roads in the area.

The HCADT reflects the diversions to a completed Interstate System of origins and destinations recorded by vehicle type at the 1963 Twin City O-D station on T.H. 8 east of Forest Lake.